Evidence of Books Sold and Delivered to the Medical Bureau-Orders Received From Carrigan-Heaviest Sales

The trial of Mr. G. A. Whitaker, charged with presenting false vouchers to the Navy Department, was resumed yesterday. The first witness, Dr. J. R. Van Reypen, testified that the order copybooks did not show that the articles charged for in the Whitaker youchers had been ordered.

Brooks Shaw, the laborer who usually opened the boxes of books, &c., purchased by the bureau, testified that books were received by the bureau and detailed the manner of their receipt.

Henry O. Middleton, discount clerk of the Central National Bank, testified that the bank's books showed that notes of Carrigan

bank's books showed that notes of Carrigan had been discounted by Mr. Whitaker on several dates.

The prosecution then announced that the case for the government was closed.

After recess the defense opened their side, their first witness being Chas. W. Blackwood, who stated that he was in the employment of Mr. Whitaker from 1880 to the fall of 1880. He had been messenger for Mr. Whitaker and delivered goods from the store to the bureau, and delivered the goods in Carrigan's room, and to him personally if he was present.

se-examination the witness stated that he could not identify any item in the vouchers that had been taken to the bureau; vouchers that had been taken to the bureau; be had taken goods there more frequently in 1883 than in 1882. Up to the time of the present trouble Carrigan continued coming to the store with orders for the bureau.

The witness described the manner of ordering, packing, and delivering goods sent to the bureau. Witness didn't know what was done with the invoices of goods ordered by Whitaker for the bureau; Whitaker opened all the mail: when he was absent Mr. Keyser opened it.

The vouchers were shown to the witness, who could not say that any of the items had been delivered; had no recollection of the \$155 globe being delivered; did'nt know how many books Griffith's Formula consisted of; was rusty, as he had been out

know how many books Griffith's Formula consisted of: was rusty, as he had been out of the book business; knew what a medical journal was; didn't know positively that he had ever seen one; they were in the store; did not know where Mr. Whitaker purchased them; didn't know anything about the manner as to how Mr. Whitaker received pay for articles furnished the bureau, neither could be call to mind one article that had been delivered to the bureau in 1883.

article that had been delivered to the bureau in 1883.

Henry B. Cooper was the next witness, and testified that he had worked from 1876 to 1886 for Mr. Whitaker; knew Dr. Wales and Mr. Carrigan by sight; large sales were made to the bureau in 1883; Carrigan usually came to the store when orders were received for books, which were delivered by wagon and messenger; some of the books ordered were kept in stock and some were ordered especially for the bureau; Mr. Whitaker, when in the store, always attended to the bureau's ordere; in his absence Carrigan left a written order on Mr. Whitaker's desk; sometimes the orders were sealed and sometimes unsealed; never knew of the bureau repudiating any of Mr. Carrigan's orders.

knew of the bureau repudiating any of Mr. Carrigan's orders.
On cross-examination the witness stated that Mr. Whitaker was ill for a few months, during which time no bills were made to the cepartment that he knew of; Mr. Whitaker made out all bills against the bufeau; during his illness Mr. Carrigan's orders were sent to Mr. Whitaker at his house, who ordered them filled; in 1883 goods for the bureau were taken to Carrigan's room; more goods were sold the bureau in 1883 than in 1882; the value of sales in 1882 was between \$2,500 and \$3,000 and in 1883 about \$4,000.

The witness's former testimony was read showing the sales to have been \$5,000 in Witness replied that be meant 1883, but Witness replied that he meant 1883, but it was a hard matter to estimate the sales. Mr. Worthington asked the witness if an account was kept with Carrigan, who replied that he didn't know of any account with Mr. Carrigan, but there was a ledger account kept with Mrs. Carrigan covering some perfodicals; copies of orders received were taken in the letter copy books; didn't know whether they were preserved or not.

On re-direct examination the witness stated the orders received from the bureau did not show what was to be done with them; the bushess between Whitaker and the bureau was considered a cash bushness, and there was no occasion for keeping ac-

the bureau was considered a cash business, and there was no occasion for keeping accounts; the business done in 1883 with the bureau was a good deal more than the amount covered by the Whitaker vouchers.

On recross-examination the witness stated he knew Mrs. Carrigan; had seen her in the store often and on the avenues, and was positive the ledger account was with her instead of with Mr. Carrigan.

An adjournment was then taken until Friday morning at 10 o'clock.

"Any'r this an absurd idea"—remarked a fashionable woman, "to cut evening dresses so lew in the throat" "By no means, madem," replied her modiste; "nobody minds a cold these days. You see everybody knows Dr. Bull's Cough Syrup." "Yes, I hain't thought."

Returned from Nashville. Mrs. H. B. Moulton, one of the delegates from the District of Columbia to the nafrom the District of Columbia to the na-tional convention of the W. C. T. U., just held at Nashville, Tenn., arrived home last evening greatly improved by the trip. She reports that all of the delegates were much pleased with the generous hospitality of the southern people, and thinks that the convention has done great good to the cause of prohibition in the south. Mrs. Moulton and several others of the delegates were accorded an interview with the widow of Fresident Polk, now a resi-dent of Nashville, and who though 8d years of age is quite active.

Ready to Receive Challenges. The Peabody School eleven, which was organized about one month ago, is ready to receive challeges from clubs whose players are not over 17 years of age. The players are as follows: Harry Welch, center rusher; Harry Miller, rusher; Robert Bueler, rusher; Joe Hagaman, rusher; Walter Hensey, rusher; Allison Merrtt, rusher; Charles Fair, rusher; John Shields, quarter back; Thomas Keffer, captain, half back; Martin Walker, half back; Fred Buckler, whole back.

Death of W. W. Johnston. W. W. Johnston, for the past thirteen years a clerk in the sixth auditor's office. fied vesterday at his residence, No. 649 A died yesterday at his residence, No. 549 A street northeast. He served with the Vermont Brigade in the Army of the Potomac during the late war. He was a member of Kit Carson Post No. 2, G. A. R., Oriental Council 2lloyal Arcanum, and National Lodge No. 542, Knights of Honor, of this District. His funeral will take place this afternoon at his late residence.

fternoon at his late residence. Making False Affidavits.

The pension bureau is informed that William Mears, postmuster at Pacatalico, W. Va., and a notary public practicing be-fore said bureau, has been indicted by the United States grand jury at Charleston, W. Va., on the charge of having assisted in the making of a false and fraudulent affidavit and voucher in a pension claim.

We Cater for No Special Class.

tut provide for all classes, ages, and sizes.

KERMAN BROS.

Manufacturers, cor. 7th and E.

See the men's overcosts reduced to \$5. RAILWAY NOTES.

The United States court at Pittsburg yester-day trook the Residing railroad out of the re-ceiver's hands. It will be sured over to the company Yan. 2.

President Harris, of the Northern Pacific, has negotiated with Henry Villard and Angust Pelmont, representing a Rothschild syndicate, for a sale of 28,000,000 third mortgage bands of the road.

At a meeting of the directors of the Western Maryland railroad held yesterday the report of the president was presented. The gross carnings were stated at \$750,610 and net carnings \$500,812. The increase of carnings over the year preceding were \$41,872, and the increase of operating expenses \$10,802. During the year 760,960 passengers and 509,550 tons of relaint were carried.

CORNERING WITNESSES. Difficult to Explain the Reduced Rates

to Standard Oil. The examination of J. M. Culp, general freight agent of the Louisville and Nash-ville railroad, was continued before the interstate commerce commission yesterday morning in connection with the Standard Oil cases. Witness hesitated a great deal in giving his testimony, and showed in many respects a lack of knowledge of the rates and other matters in his department about which he was questioned. In explanation—or, as he termed it, in justice to bimself—he finally said that the chief man in his office was in ill-health, and that he (witness) had taken steps to have all matters respecting the arrangement and publi-

ters respecting the arrangement and publication of rates made clear. He averred with emphasis that there was no purpose on the part of his company to conceal anything.

The chairman questioned witness for half The chairman questioned witness for half an hour respecting a printed tariff sheet issued by witness giving among other information the rates upon oil. Witness admitted that the actual oil rates were not those given on the sheet, but were special rates issued from time to time and posted in station houses. The purpose of the chairman was to ascertain how a shipper could learn from the company's publications what were the actual rates upon oil. Witness replied at great length, but failed to make the matter clear to any one. The chairman finally advised witness to take counsel with the attorney of his road as to whether he was complying with the fifth section of the interatte commerce law respecting the publication of rates and the filing of copies with the commission. Witness promised, effusively, that the matter should receive his carliest attention when he got home.

It was developed that witness's road

he got home.

It was developed that witness's road owned the forty-six cars upon which the Standard Oil Company had pisced tanks. These cars were not open for the use of any others than the Standard Oil Company.

It was further developed that since April 5 witness had refused to give Mr. Rice (the compalinant) any rates upon oil from Leuiscomplainant) any rates upon off from Louis ville to Nashville and Louisville to Montgomery, despite repeated applications by letter, but had invariably referred Mr. Rice

content, the had invariably referred Mr. Rice to the agent of the connecting line at Cincinnati, and had at times accompanied this reference with some rather forcible expressions of opinion.

The afternoon session of the commission was consumed in the examination of H. Collbran, general freight agent of the Cincinnati, New (Orleans and Texas Pacific Railway. The general theories governing railroad rates were brought out with tedious minuteness. The glat of the direct examination was embodied in a query by Commissioner Walker, who, calling attention to witness's admission that rates upon oil per hundred pounds were 56 cents in barrels, and 25 cents when carried in tanks—reckoning 24,000 pounds to the tank-car—asked if witness wished to offer anything in explanation of this great disparity. Witness replied in the negative, nothing be-

-reckoning 24,000 pounds to the tank-carasked if witness wished to offer anything in
explanation of this great disparity. Witness replied in the negative, nothing beyond what he had already said in justification of the lower rates upon tank oil.

Witness averred that the tank and barrel
rates were open alike to Mr. Rice, the
Standard Oil Company, and all other ehippers. He, however, admitted as a matter
of fact that the tank rates were only made
between points where the Standard Oil
Company had their stationary tanks, because not called for elsewhere. On crossexamination by the attorneys of the witness's road the fact was brought out that
three tank cars of oil had been hauled by
the company for other shippers than the
Standard Oil Company, two of them being
for Mr. Rice, the complainant. In one of
the latter instances—the only one whose
record witness had been able to get—the
car was accepted and hauled at the shipper's estimate of its capacity—33,500
pounds—at which rate the service was paid
for. In fact, the car's capacity was 35,750
pounds, the excess being so much to the
advantage of Mr. Rice. The further hearing is adjourned till to-morrow.

ALEXANDRIA MATTERS.

Items of Interest Gathered for the "Republican's" Readers. Mr. E. W. Slaymaker, of this city, who is taking a course in medicine at the Uni-versity of Maryland, is in the city on a visit

o his parents. o his parents.

The social hop given at McBurney's Hall ast night by the young business men of

last night by the young business men of the city proved a grand success. The attendance was large, and all present spent a delightful evening.

The committee on right of way for Mount Venon avenue took a drive over the prospective route yesterday, and, it is said, definitely determined as to which route to recommend to the board of directors.

It is understood that a number of the prominent business men of the city will, in a few days, make an active canvass for funds with a view of testing the act of retrocession. It is now an indisputable fact that the people would prefer to be bank in the District under Unele Sam, and the action of the business men will be heartily indorsed by the residents both of the county and city.

dorsed by the residents both of the county and city.

Mr. S. G. Brent, corporation attorney of this city, and Miss Rebecca Tabb, of Baitimore, were married in that city testerday afternoon. After a short tour the happy couple will return to this city, where they will in future reside.

Mr. W. Frank Lambert, of this city, and his accomplished and beautiful young bride, Miss Hattie Byrd, have returned to their home in this city after a ten days' tour through the north.

through the north.

Secretary Whitney's Turkeys. Secretary Whitney, while he did not tarry at the department long yesterday, stil

while he was there had to deny himself to while he was there and to deny himself to many callers. A majority of the visitors merely wished to extend congratulations at the improved condition of his health. In accordance with his usual custom the offi-cials and employes of the department were each the recipient of a large Thanksgiving turkey.

Manufacturers, cor. 7th and E, See the men's overcoats reduced to \$5.

A Lawyer on Trial. Assistant Secretary Maynard yesterday afternoon heard the case of G. E. Green, a Washington lawyer, who is charged by Second Comptroller Butler with unprofes-sional conduct in the prosecution of claims before the Treasury Department. No de-cision was reached.

Why Not Take Belva?

A gentleman resident in Denver, Col., has written to Mrs. Belva A. Lockwood requesting her to procure a wife for him. He is a banker, and his preference is for the widow of a banker. Mrs. Lockwood has found a lady that she thinks will suit.

Washington Light Infantry Hor The hop given by the Washington Light infantry last night at the armory was one of the most delightful of the kind yet given The attendance was quite large, and the sociable feeling prevailing made the affair

Our Competitors Cannot Copy our mode of doing business. The manufac-turing ciothiers.

RISHMAN BROS., cor. 7th and E. See the men's overcosts reduced to \$5.

Philadelphia Press: One portion of Gen. Philadelphia Press: One portion of Gen. Sheridan's annual report will particularly attract attention outside of purely military circles. It is that concerning the attitude of the general government toward the National Guard organizations of the different states. Gen. Sheridan's Interest in the National Guard has been expressed on many occasions, but never so practically as in this report, where he recommends that all possible aid should be extended the guard by the national government; it should be armed with the best weapons, and otherwise well provided, and instructed in the various drills and tactics followed by the regular army.

the regular army. Hartford Post : Senator Leland Stanford Hartford Post: Senator Leland Stanford contemplates the importation of skilled vineyari laborers from the southern part of France to take the place of the Chinese laborers he now employs. Plymouth Church is soliciting a "contract" with Rev. Mr. Berry, of Wolverhampton, England, to occupy its pulpit. Both of these attempts are against the letter and spirit of the foreign contract labor law, and yet both are worthy and correct things to do, so far as the welfare of the country is concerned.

THE WONDERS OF ELECTRICITY A New Motor That Promises a Revo-

lution in Propelling Street Cars and Light Machinery. [St. Louis Republican.]

To the companies which are already committed to the expenditure of vact amounts of money in the construction of cable lines, the news will hardly be welcome than an electric motor has been discovered which promises to meet all of the plemands of promises to meet all of the elemands of street-car traffic, at a cost that is merely triffing when compared with the cost of operating a cable. When several St. Louis companies determined a year ago or less to adopt the cable system, they fild so under the conviction that, while electric motors were all well enough in theory, the obstacles to their successful practice were so numerous as to make it unwise to walt for their development. The amazing progress of the age will be well flustrated if the car which is now in course of construction in of the age will be well illustrated if the car which is now in course of construction in one of the largest abops in Brooklyn, on the order of a St. Louis street railroad president, shall prove to be the simple, yet marvelous, draft machine which it promises. A correspondent of the Republican visited the works a few days ago and, despite a very stubtorn scepticism, was made a convert to the belief that the great problem has been solved.

Until now a formidable fault of electric motors has been, that for each horse power of driving force obtained, the car had to carry apparatus and materials weighing three or four hundred pounds. So that in order to give motive force sufficient for all contingencies the cars would necessarily

three or four hundred pounds. So that in order to give motive force sufficient for all contingencies the cars would necessarily have to be vehicles of tremendous weightnessly as heavy empty as loaded. In short, like the cable system, the greater part of the driving power would be wasted in carrying dead weight. Those inventions which overcame the objection of dead weight did so by means of wires or rails overhead or below, which communicated with the machinery in the car, and thus conducted the electrical force. In the busy streets of a city the overhead wire was, of sourse, not to be thought of, while both modes of communication were at all times, and especially in wet weather, liable to such conditions as would render them practically ineffective. Another serious fault of the old systems was the necessity for carrying such charges of electricity as night be dancerous to human life, and still another was the bulkiness of the gearing for transmitting the motion from the motor to the wheels of the car.

The motor which promises the coming sensation is actuated by a current of electricity so light that that which furnishes a single horse-power is hardly perceptible to the most sensitive touch, and gives no appreciable shock. The machine itself is so compact that one of sufficient size to run a sewing muchine with ease will fit into an ordinary plug hat. A three horse-power motor is hardly larger than a cheese box, an an eight horse-power is only about double that size. While formerly it has re-

motor is hardly larger than a cheese box, an an eight-horse-power is only about double that size. While formerly it has required 300 pounds or more of weight to represent one horse power, the new motor exerting the force of three-horse-power weighs but 100 pounds, and the same absolute proportion of weight is carried to any larger machine. In all motors in the past large and heavy coils or spools of wire have been made to revolve in proximity to a series of armatures. This meant great rapidity of wear, great liability to accident from hot boxes, &c. In the new motor the spools or coils are stationary, and a smooth steel cylinder or coil, with small arms serving as armatures, revolve with no more liaing as armatures, revolve with no more lia-bility to accident than an ordinary driving

ing as armatures, revolve with no more llability to accident than an ordinary driving pulley. Set one of the small motors on a writing desk and touch the wire which completes the electrical circuit, and it starts off in a whirr of several hundred revolutions per minute, but its motion is as smooth as a lathe in a watch factory, and its inventor clums that it will drive a sewing machine all day at a cost of 3 cents. Such a machine, on a larger scale, is put into a street car, occupying possibly as much space as a single passenger. The battery, which furnishes its power, consists of several cases of jars placed under the car scats, and constituting nothing dangerous even though handled by children or meddlers. The machine keeps in constant motion, even when the car is stopped, and communicates under the car floor with a contrivance more wooderful even than the motor itself, by which the power is conveyed to the axles of the car wheels. This apparatus involves an absolutely new mechanical movement—one by which, in a cylindrical box one foot in diamster, is accomplished the same result that is reached by working a six-foot cogwheel into a four-inch cogwheel. This mechanicism is constantly in motion while the car is in use. When the car is to be started from a standstill, and great power and slow movement are required, the machine communicates When the car is to be started from a standstill, and great power and slow movement
are required, the machine communicates
motion to the axle with a speed one
eighteenth of that of the electrical motor
which drives it, and with a corresponding
accumulation of power. When the car is
under headway, and less strength is required to drive it, a motion of the
operator's hand changes the action
of the machine so as to inerease it to give the highest speed desired—
and all this without throwing any cogs out
of gear, without any helt of fast and loose of gear, without any belt or fast and loose pulleys—with nothing but a contrivance composed of not more than six or seven strong pieces of metal. The operator stands on the front platform of the car, controls the motor with a switch lever, and controls the motor with a switch lever, and controls
the car with the ordinary crank brake now
in use. Simple, cheap, powerful, and with
exceedingly slight liability to disorder, this
motor, invented in all its parts by Prof.
Main, and haodied by the River and Rati
Company, of which Mr. George L. Wright,
formerly of St. Louis, is the controlling
spirit. It is hoped that within five or six
weeks a car, fully equipped, will be in
operation in St. Louis, and unless all signs
fail the entire street car business will be
revolutionized within a year.

The motor is not confined in its usefulness to street car service, of course, but will

The motor is not connect in the useful ness to street car service, of course, but will drive any machine that steam will drive. The connecting mechanism, on the other hand, will probably find a place in all machines where an exchange of speed for power is to be effected within a small space.

NEW PUBLICATIONS.

PARADISE. By LLOYD S. BAYCE. New York; Funk & Wagnalis, publishers. A story of New York life showing how easy divorces are obtained and in this case. quickly repented of by parties thereto who remarried and lived happily together.

THE KNOCKABOUT CLUB IN THE EVER GLADES By F. A. Onen. Boston: Esta & Lauriat, publishers. For sale by W. H Morrison. Price, \$1.50.

This is a new volume in this popular series, but by a different author. The club's visit to Florida and the members' adventures with alligators, snakes, &c., is by F. A. Ober, the well known lecturer and author. The object of the trip was the explo-ration of Lake Okechobee, and the accomparying artist has portrayed the boys' stir ring adventures and the scenes en route in many spirited illustrations. The book will nake a capital Christmas present for a good

MISS WEST'S CLASS IN GEOGRAPHY. By FRANCES C. SPARHAWK. Boston: Loo & Shepord, publishers, For sale by Bailantyne & Son. Price, 30 cents.

Exemplifies in a pleasing manner the kindergarten method of teaching. "The book is not intended to do away with work and substitute play in its stead, though it is intended to do away with aimless and weary wandering, and substitute for that steady footateps to a visible goal."

A valuable little work that ought to be in the hands of all teachers.

THE DECEMBER MAGAZINES.

Harper's New Monthly Magazine for De-Harper's New Monthly Magazine for De-cember, just laid upon our table by the pub-lishers. Harper & Brothers. New York, excels the billiant prestige of its previous Christmas numbers as a holiday fost of en-tertaining reading and splendid illustra-tions. Every story is complete in itself, and there is a profusion of illustrated short stories, one of which is "Inja," a Virgiola story, by Miss Amelia Rives, beautifully illustrated by Frederick Delman. An im provement worthy of notice is that "The Easy Chair" and "Edityr's Study" are dessed in a new suit of larger type, like the body of the magazine. Lippincott's Manthly Magazine, from 3. B. Lippincott Company, Philadelphia, publishers. The contents of the December number are unusually attractive. Open-

publishers. The contents of the December number are unusually attractive. Open-tog with Capt. Charles King's military story, "From the Ranks," which is given in full. It is one of author's best works, and has all of his brilliancy and dash. Albion W. Tourgee, Ella Wheeter Wilcox, F. C. Baylor, Mary B. Dodge, and others con-tribute interesting articles.

DULL AND HEAVY.

Prices of Stocks Higher at the Close Than at the Opening.

NEW YORK, Nov. 22 .- The stock market was dull and heavy to day until the afternoon, when it became active and strong There was little of interest in the market during the forenoon, though Richmond and West Point remained a feature. It was heavy with the remainder of the list, how-ever, the coming holiday creating an indis-position to trade, which was taken advanposition to trade, which was taken advan-tage of by the bears and traders to help the market down, and in which they had the aid of some realizing by the smaller bulls. In the afternoon a story was circulated to the effect that the report of the investiga-tion committee would be very favorable to the Union Pacific, and that stock immedi-stely became the leader of the market, and before the close had advanced 3½ per cent. Central Pacific and Northern Pacific also felt the atlumius, though the latter was advanced also on the negotiation with Eu-ropean parties of \$8,000,000 of the new third mortgage loan.

ropean parties of \$8,000,000 of the new third mortgage loan.

The opening was firm to strong, at advances extending to j per cent., but the advantage was not maintained, and New Eugland and Kansas and Texas were specially weak, while the entire list was depressed below first figures. The activity was small, and the market remained in the neighborheed of the lowest prices until the afternoon, when Union Pacific suddenly became active and strong, and in the next two hours the entire list moved up steadily, and the close was a slight reaction in the first hour the rise was again resumed, and the close was quiet, though strong, at the best prices of the day. The result of the day's business is that most of the active list are higher to-night, though advances are not, save in a few cases, for more than fractional amounts.

not, save in a few cases, for more than fractional amounts.

Money on call has been easy, ranging from 3 to 5, isst loan at 3, and clossing offered at 3. Sterling exchange is dull and steady. Actual business at 482 to 4821 for 60-day bills, and 4851 to 4851 for demand. Posted rates 4821 to 4861, Government bonds dull and steady. State bonds entirely neglected.

Treasury balances—Coin, \$131,420,218; currency, \$10,811,453.

The following were the closing bid our

The following were the closing bid quo-

The following were the closing bid quotations:

45, coup. 1261; 494, 1085; Pac. 63 of 35, 1211;
Dist. Col. 2.635, 1164; 6a. 7s. cold 104;
La Cons. 915; Mo. 63 of 87, 1915; N. C. Cou65, 118; do. 4. 95; Tonnessee new
65, 101; do. 5s. 98; do. 3s. 725;
Va. 6s. 48; do. ex. nat. coupon.
47; Cen. Pac. firsts, 1153; Denver and
Rio Grande firsts, 76; M. K. and T., 190, 6s. 513;
do. 5s. 715; Northern Pac, firsts, 1164; do.
seconds, 294; Northern Pac, firsts, 1164; do.
debenture, 197; St. L and San Fran., 1134; St.
Paut con., 125; St. P. C. and Pac, firsts, 119;
Southern Pac, Col. firsts, 110; T. P. R.G. & C.,
673; Northern Pacific 1st, 1104; West Shore,
1094; Adams Express, 19; Alton and T. H.
de do. p64, 75; Am. Express, 198; Bos. Air
Line vid., 29; B. C. and R. N., 29; Canada
Bouthern, 534; Canton, 55; Cen. Pac., 335;
Go. p64, 136; C. B. and Q. 11295; Cleveland and Col. 53; Con. Coal, 23; Del. and
Hud., 199; Del. & Lack., 139; Den. & R. G.
247; Rile 205; do. p64, 66; Fort Wayne, 1504;
Harlem, 14; Hous, & Tex., 29; II, Cont. 169;
Harlem, 14; Hous, & Tex., 29; II, Cont. 169;
Man. & Con., 101; M. and Char., 56;
M. & L. 146; Mich. Cen., 703; Norfolk and
Western pfd., 43; Northern Pac., 23; do. pfd.,
48; Northwestern, 1113; do. pfd., 142; N.
Y. Cen., 109; Chicago and & L., 199; do.
pfd., 73; Onlo and Miss., 24; do. pfd., 85;
Oregon Nav., 199; Pac. Mall, 385; Plitsburg, 151; Reading, 71; Rich, and Alle, 6;
Rich, and W. P. Ter., 28; Rock Island, 115;
St. Louis and San. Fran., 296; do. pfd.,
139; C. S. G. St. S. West, Union, 795; Silver
Certificates, 904; Cotton Oil Trins, 32; Quicksilver, 67; do. pfd., 28.
**Cotton Only St. St. St.
**Cotton Oil Trins, 32; Quicksilver, 67; do. pfd., 28.
**Cotton Only St. St.
**Cotton Only St. St.
**Cotton Only St. St.
**Cotton Only St.

Opng. High. Low. 75% 70% 70% 76% 71% 76% 82% 8.% 82% 27% 27% 27% 27% 30% 31% 17 13 90 13 95 13 89 17 90 14 37% 11 4:% 14 50 14 40

LardDecember... 6 874 6 874 6 85 6 874
January... 7 15 7 05 7 124 7 05
May..... 7 35 7 574 7 314 7 35 Washington Stock Exchange.

In on the Washington Stock Exchang by Mesers, Bell & Co., Bankers, No. 19 vania avenue:	437 P	rnished enusyl-
November 15, 1887,		

District Columbia Bonds.		Asked,
6e, 1891 Per Impt., gold	107	6961
7s, '91, Per. Impt., currency	1004	4 6
7s, 1892, Market Stock, currency	1100/2	1441
68, '92, 20-year funding, gold 30, '99, 26-year funding, gold	10000	His
as, we re-year funding, gold	112.4	(4)+
7s, '92, Market Stock, currency	120	6411
6s, 1902, 5c-year funding, gold	123	1440
7s, 1963, Water Stock , currency	120	115
1.56e, 1924. Funding, currency.		
Gverdue Greenback 8s	30	97%
Miscellaneous Bonds:		444
Washington and Giwn, R. R. Co		110
Masonic Hall bonds.	101	1.6
Wash, Market Co, bonds	\$12.46	(20)
Wash, Lt. Hit. Ist mortgage,	BOAT A	59.00
Wash, Lt. Inf. 2d mortgage	700	Taxas (R)
Washington Gas Laght Co. Concs	121	1211/4
Bank of Washington, 100	with.	
Bank of Republic 100.	200	160
Metropolitan 100.	100	185
Central	2419	224
Central	120%	130
Becond	160	170
Columbia100		
Railroad Stocks:	100	****
Washington and Georgetown . 50	218	
Metropolitan	964	2000
Columbia50	41	
Capitol and North O street 30	ii	45
Insurance Stocks:	**	93
Firemen's	20	
Franklin		49.
Metropolitan 59 .	69	75
National Union 5.		
Arlington100	1555.	
Columbia	12%	13%
German American 190	150	***
Potomac25	58	777
Riggs 5.	8	815
Gas and Electric Light Stocks:		
Washington Gas	2514	2014
Georgetown Gas 26	44	100
U. S. Electric Light		444
Telephone Stocks:	-	
Pennsylvania	2019	41
Chesapenke and Potomac 160.	76	80
Miscellaneous Stocks:	14.14	
Washington Market Company .50		50
Washington Brick Machine Co 100	200	
Great Falls Ice Company 100	125	****
flult Run Panorama Co 100		
Real Estate Title Ins Co100		129
Columbia Title Ins Co	Ohia	1.0
National Bafe Deposit Co 100	100	****

Baltimore Produce Market-Nov. 23 Baltimore Produce Market—Nov. 23.

COTTON steady and quiet; middline, 10140.
FLOUE firm and quiet. Howard street and western super. 22.3762.75. do. extra, 83.4063.60; do. tamily, 83.7864.80; city mills super, \$2.3762.60; do. extra, 83.6063.61; do Rio brands, 81.606.10; Patassoo superrative patent, 85.25 do. family, \$1.10.

WHEAT—Southern firm red, 87.6883; amber, 88.6962; western easier and active; No. 2 winter red, 8904.805.62; howember, 814.6. do Rio Brantary, 80.4885; city and green steady mixed. CORN—Southern steady and firm; white, 52.6866; eyellow, 51.656; western steady; mixed spot, 51e acked December, new, 53.5e; year, 59.4864; January, 83.5685.6.

OATS steady and quiet; southern and Pennsylvania. December western white, \$168.35e; do mixed. 52.68680; and quiet; southern and Pennsylvania.

ylvania, Deploter western white, reasons, nixed, fel agent to, RYE steady, observed. HAY steady and quiet, prime to choice western was a steady and quiet, prime to choice western and quiet. HAY steady and quiet; prime to cooke western. \$1,000 10.00.

PROVISIONS firm, with fair in juiry. Mespork \$14.75. Buik meats—Shoulders and clear rib sides, packed, 6745855c, flacou—Shoulders, 756845c; clear rib sides, \$74; hams, 12391274c, Lard-refined, 86.

BUTTER firmer—Western packed, 153821c; creamery, 223836c.

creamers, 228-286.

EGGS firm, 246-25c; limed, 166-18c.

PETROLEUM steady; refined, 7c.

COFFEE firm and quiet; Rio cargoes, ordinary to fair, 1st 26-18-2.

SUGAR steady; A soft, 6.69; copper refined firm, 114-12. WHISEY steady, \$1.14@1.15.

EALTHORN STOCK MARKET.

BALTIMORE, MD., Nov. 25.—Virginia 64, consolidated, 49 past-due compons, 63%; do. 1), abs
36; do. new 38, 63% bid to-day.

The following changes have occurred in the Interior Department: Frank M. Nesmith, of New York, resigned; \$1,600. In the patent office the following appointments have been made under the civil service rules: Harold O. Binney, of Massachusetts, and R. W. Springer, of Illinois, fourth assistant examiners, at \$1,300.

Cardinal Gibbons at the White House. Cardinal Gibbons made a short visit to the President at the white house yesterday afternoon. He was accompanied by Marshal Wilson. Acting Secretary Thomp-son was present during a portion of the visit, and had a pleasant chat with the cardinal.

HEAT AND COMBUSTION.

Interesting Lecture Showing the Prop-

Mr. J. D. Battimore, M. E., member of Franklin Institute, Philadelphia, delivered an instructive and entertaining object lecture on "Heat and Combustion" before the members of the Eccentric Association of Steam Engineers, at Hilton Hall, yesterday

evening.

Mr. Battimore, in his remarks, said a great deal was expected of the engineers of today. Theory had to be combined with practice. It was not sufficient to be able to practice. It was not sufficient to be able to run machinery, but a knowledge of cause and effect was necessary. The ancients thought heat was a solid, but it was now known that heat was a condition of material substance, the several particles being put in vibration. As the temperature of a body was increased vibration was produced, resulting in heat, which was communicated gradually. This he demonstrated by putting a fisme to a bar of iron on which were suspended some rings, the rings dropping off as the heat passed along the bar. Those present were then shown how to make their own thermometers and the zero and boiling scale explained. The temperatures of steam at given present was also demonstrated.

Mr. Hattimore performed a number of

strated.

Mr. Battimore performed a number of interesting feats, among them heating water by friction, firing a cannon by the heat contained in a piece of ice, and burning a steel watch spring in a bottle of pure oxygen.

oxygen.
The cause of combustion was then fully explained, and the effects of the different gases on consumption of fuel demonstrated

In all diseases of the nasal mucous membrane the remedy used must be non-irritating. The medical profession has been slow to learn this. Nothing-satisfactory can be accomplished with douches, snuffs, powders, syrings, as tringents, or any similar application, because they are all irritating, do not infrenghly reach the affected surfaces, and should be abandoned as worse them failures. A multitude of persons who have for years borne all the worry and that catarrican inflict testify to radical and permanent cures wrought by Ely's Cream Balm.

Mr. A. S. Elddle, attorney for the Dis trict, yesterday relieved the commissioners of their responsibility in the matter of is-suing "back-door" permits to unregistered plumbers by stating that he did it "with his little hatchet."

REFFURE radically cured, also pile tumors and fixtules, Pamphlet of particulars 10 cents in stamps. World's Dispensary Medical Association, Buffalo, N. V.

THE COURT RECORD.

United States Supreme Court.—The following usiness was transacted in the United States Supreme Court vesterday

Supreme Court vesterday:

Samuel C. T. Dodd and Nelson J. Waterbury,
of New York city, were admitted to practice.
No. 32. The North Pennsylvania Ratiroud
Comyany, plaintiff in error, vis the Commercial
National Bank of Chicago. Argument continued by Mr. William Rotch Wister for the
plaintiff in error, by Mr. Wayne McVeagh for
the defendant in error, and concluded by Mr.
George F. Edmunds for the plaintiff in error.
No. 78. The Atna Life Insurance Company,
of Hartford, Conn., plaintiff in error, vs. Ada
Davey. Argued by Mr. Theron G. Strong for
the plaintiff in error and by Mr. John Linn for
the plaintiff in error and by Mr. John Linn for
the defendant in error.
Adjourned until Monday next.
Court in General Term-Chief Justice Bingham and Justices Hagner, James, and Merrick
—Birch vs. District of Columbia: petition for
mandamus submitted. Delware and Chesapeake Improvement Company vs. Morgan &
Smith; argued and submitted.
Circuit Court—Justice Cox.—Manhattan
Watch Company vs. Lansburg et al.; issue
stricken out, and continuance as admitted,
in the matter of the will of Mary A. Gihoa; on
trial. Assignment for Friday: Nos. 61. 5, 78,
St. 81, 87, 89, 91, 92, 93, 72.

Rquity Court—Justice Merrick—Bramhall vs.
Morrison; commission ordered to issue to get
testimony in Cambridge, N. Y. No assignment for to-morrow.

Crininal Court — Justico Montgomery.—
Hernicita Schiemann, lareany; plea in abatement filed. James R. McKenney, larceny
from the person; admitted to ball in the sum of
\$100, Henry Kengla surety. G. A. Whitaker,
presenting false vouchers; on trial. Assignment unchanged.

CITY ITEMS.

CITY ITEMS. HowLand Dental Association, 211 Four-and a-half street northwest, three doors north of Pennsylvania avenue. E. P. Howland, M. D., C. H. Howland, D. D. B., surgical, operative, and mechanical dentists. Extractions, under nitrous exide, 50 cents each tooth, and only 30 cents extra for gas, whether one or a number of teeth are extracted at the same sitting. Have administered nitrous oxide to over 45,000 persons. Artificial teeth 87 per set. Gold, amsigam, and white fillings inserted in the best manner. All work warranted first class.

BEREELEY, a pure rye whisky, the best on the market for the price, 34 per gallon, 31 a quart, and 50 cents a pint, 25 cents a sample bottle. Therp, 818 F street northwest

"Alberney Dairy Wagons."—Fresh Aldor-ney Butter churned every morning and deliv-ered in ½ pound "Ward" prints, at 40 cents per pound. Also cottage cheese, 5 cents per ball; buttermilk, 5 cents per quart, and sweet milk at 5 cents per quart.

MARRIED

ELWELL RICHMOND - Mr. W. H. H. EL-WELL of Bridgeton, N. J. and Miss Lyona Richmony, of Bridgeton, N. J. Lite of Kansas, were married at Washing on, D. C. Wednesday evening, Nov. 23, 1887, at the residence of the Rev. Dr Sunderland.

DIED.

JOHNSTON.—On Nov. 23, 1887, WILLIAM W. JOHNSTON, aned 57 years.
Finiteral from his late residence, No. 649 A street northeast, to-day at 4:30 p. m. Interment at Kewbury, Vt. Friends invited to attend.

ADAMS.—On Wednesday, Nov. 23, 1887, at 11 a. m., Enna, daughter of Samuel and the late Margaret Adams, in the 25th year of her Funeral from the residence of her brother-in-law, S. M. Mulloy, No. 327 C street south-west, Friday, Nov. 25, at 3 p. m. Relatives and riends are requested to attend.

UNDERTAKERS. W. R. SPEARE, Undertaker,

940 F Street Northwest. ## Everything strictly first-class and on the nost reasonable terms. (Camp Chairs to hire for all occasions.)

TELEPHONE CALL-340. ELY'S CATARRH CREAM BALM
Cleaners the Nasat
Passages, Allays
Pain and Indammation, fleals the Sores, Restores the Setacs of Table and

THY THE CURE HAY-FEVER A particle is applied into each nostril and is agreeable. Price 50 cents at Druggists; by mail, registered, 60 cents. ELY BROTHERS, 255 Green wich St., New York.

AFFLICTED FOR FIFTEEN YEARS. The efficacy, the infallible curative properties of Swift's Specific in removing all impurities from the blood and restoring that vital principle of life to its pristine purity has never been made more emphatically clear than in the following: testiming to its merits as a blood puritier, given by a well known citizen at the metropolis. Let all who cutler in like marner profit by Mr. Whitehursi's example. New Yong, May 24, 1897.

manner profit by Mr. Whitehursi's example.

New Yons, May 24, 1887.

The Swift Specific Company.

Gentlemen—For lifteen years I have been afflected with an obstinate skin disease in form of tetter, ringworm, barber's iteh, or ecouna. I have been treated by prominent physicians, tried the waters of Hot Springs, Arkansas, and experimented with various kinds of lettons and local applications without permanent releft. For three months i have used the S. S. trinedy in the dry form, and it proved so efficacions as a tonic in improving my supelite, renewing my strength, and clearing my shin of cruptions and roughness, that I feel it due to like sufferers to give you this testimonial. You are at liberty to use this testimonial in newspapers or otherwise at your pleasure.

C. Whitehurs.

Treatise on Blood and Sain Diseases malied

Treatise on Blood and Sain Diseases mailed ree. For sale by all druggists. THE SWIFT SPECIFIC Co., Drawer J. Atlanta, Gs.

STEEDE

Absolutely Pure.

This powder never varies. A maryel of purity, strength, and wholesomeness. More economical than the ordinary kinds, and cannot be sold in competition with the multitude of low test, short weight alum or phosphate powder. Sold only in coas. ROYAL BARING POWDER CO., 106 Wall St., N. Y.

MUSIC STORES.

HENRY F. MILLER PIANOS—GRAND.
Square, and Upright. The most beautiful and perfect plano made.
150. F. ELLIS & CO.,
937 Pa. ave., n. w., near 10th st. G UILD SQUARE AND UPRIGHT PIA NOS:
the best medium grade plano made.
180. F. Et.Lis & CO.,
280 F. Pa. ave., near 10th st.

W EBER SQUARE PIANO, IN GOOD CON-gatu, gatu, JNO, F. EILIS & CO., 557 Pa, ave., near 10th st. WEBER BABY GRAND PIANO, IN GOOD condition, with stool, at a bargain,

condition, with stool, at a bargain, JNO. F. ELLIS & CO., 937 Pa. ave., near 10th st. U PRIGHT PIANOS, A LARGE ASSORT-ment, very little used, at low prices, INO. F. ELLIS & CO., 337 Pa. avo., near 10th st.

Pianos FOR RENT AT MODERATE prices, Also Moved, Tuned, and Repaired JNO. F. Ellir's & CO., 9:7 Pa, ave., near 10th st.

N EW PIANOS, SQUARE, UPRIGHT, AND grand, at moderate prices and easy terms. Oid instruments taken in part payment for new.

JNO. F. RLLIS & CO., 957 Pa, ave., near 10th st. \$250 WEBER PIANOS: ROSEWOOD case: carved legs; 7% octave, with handsome stool and cover.

JNO. F. ELLIS & CO., 937 Pa. ave, N. W., near 19th st.

\$300 DECKER BROS. ROSEWOOD case, carved logs, 7% octave; grand Square, with fine stool and cover. NO. F. ELLIS & CO., 937 Pa. ave. N. W., near 10th st.

\$250 STEINWAY & SON'S ROSE-and cover. Steinway & Son's Rose-wood case, 7 octave, with stool JNO, F. ELLIIS & CO., 907 Pa, ave. N. W., near 10th st. \$200 HAINES EROS.' BRADBURY, in good condition, with stool and cover.

100. F. Ellis & CO.,

207 Pa. ave. N. W., near 10th st.

\$150 BRADBURY, NUNN & CLARK, stool and cover included.

JNO. F. ELLIS & CO.,

937 Pa. ave. N. W., near 10th st. \$100 FISCHER AND OTHER Planes.
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Pianos for rent; good stock; Moderate prices. JNO. F. ELLIS & CO., 937 Pa. ave. N. W., near 10th st. DECKER

WEBER FISCHER PIANOS.

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manship, and Durability. BECOND-HAND PIANOS, a fine assortme of prominent makes at all prices Pianos for Rent. WM. KNABE & CO.,

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PEASE PIANOS, BURDETT ORGANS. G. H. KUHN, Sole Agent. Tuning and Repairing. 8028-3m

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DOUGLAS & JONES, 72 BROADWAY AND II NEW ST. N.
Buy and sell stocks and bonds for case
margin. Interest allowed on dep. JOHN F. BOUGLAS, WILLARD II. JONES of the late firm of mend, N. V. Se'k E. Cg awson, Dauglas & Co. late of W. S. Lawson nwitt-math

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LOUISIANA STATE LOTTER COMPANY Incorporated by the Legisur use in 1868 ic Educational and Charitable jurposes, and it of the present State Cor Its Grand Single Number + rawings will take place every month, and it can exemi-Annua Drawings take place every six months (June and December).

and December).

"We do hereby certify in two approprieting and been arrangements for all the Mentiply and Semi-Annual Drawlings of the Louisians State Louisery Company, and in person manage and control the Drawlings themselves, and that the same are conducted with honesty, lairness and in good faith toward all parties, and we authorize the Company to use the recrificate, with fac Smiles of our signatures attached, in its advertisements."



We the undersigned Banks and Bankers will pay all prizes drawn in the Louisiana State Lotteries which may be presented at our coun

President Louisiana National Bank,
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A. BALDWIN,
President New Orleans Nat'l Bank,
CARL KOHN,
President Union National Bank,

GRAND SEMI-ANNUAL DRAWING, At the Academy of Music, New Orleans, TUES-DAY, DECEMBER 13, 1887. CAPITAL PRIZE, \$30,000, 00,000 Tickets at Twenty Dollars each. Halve: \$10; Quarters, \$5; Teuths, \$2; Twentieths, \$1.

LIST OF PRIKES. 1 Prize of 1 Prize of 1 Prize of 2 Prizes of 5 Prizes of 25 Prizes of 100 Prizes of 200 Prizes of

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86-Remember that the presence of Gens Beauregard and Early, who are in charge of the drawings, is a guarantee of absolute fair nes and integrity, that the chances are all equal, and that no one can possibly divine what number will draw a prize. What number will draw a prize.

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GUARANTEED by FOUR NATIONAL BANKS
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the President of an Institution whose chartered rights are recognized in the highest
courts; therefore, between of all imitations or
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GREAT CUT

28 cents. RED LINE POETS, Gilt, 40 cents. DICKENS, 14 Vols., \$4.50. Other Sets

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MISS ANNIE K. HUMPHREY. 450 TENTH STREET N. W MAKES CORSETS TO ORDER MARES CURSETS IU URDER
perfect fit and comfort.
Her specialities are French Hand-made Underclothing, Merino Underwear, and Finest
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OSE CERES, STERLING

SILT EDGE, GOLDES TILL FLOUR, and you will always have beautiful firead Rolls, and Biscuits. Wholesale Depot, corner First street and Indiana avenue, WM. M. GALT & CO.

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They will dys everything. They are sold averywhere. Frice 10c, a package—40 colors. They have no equal for Strength, Brightness amount in Packages, or for Fastness of Color, or non-fading Qualities. They do not check or smut. For saleby TeOHIFFELEY & EVAND Wholesale Druggists, 477 Pa. ave., Washing on D. C.

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PHOTO-ENGRAVING ESTABLISHMENT In connection with my patent process I am prepared to furnish ILLUSTRATIONS FOR NEWSPAPERS AT SHORT NOTICE.

MAURICE JOYCE, 05 Feemb Street Sorthwest OPIUM AND WHISKY HABITS or to the pain; book of particulars cent free R. M. HOOLLEY E.D., AUBRIG OR. SEL-ARWING TRAVELERS' GUIDE.

PIEDMONT AIR LINE, SCHEDULE IN REFECT NOV. 21, 1887. Trains leave B. & P. Station, Sixth and B

SCHEDULE IN REFECT NOV. II. 1887.
Trains leave B. d. P. Station, Sixih and B
streets—
8.30 A. M.—East Tennessee mail daily for
Warrenton, Gordonsville, Charlottesville, Lynchburg, and stations between
Alexasdria and Lynchburg, Koanoke,
Bristol, Knoxville, Rome, Calera, Montgemery, and New Orleans. Fullman
1124 A. M.—Fast mail daily for Warrenton,
Chesapeake and Ohio route, Lynchhurg, Booky Mount, Danville, and
stations between Lynchburg and Danville, Greensboro, Raleign, Charlotte,
Allanta, Birmingham, Montgomery,
New Orleans, Texas, and California.
Pullman Sleeper New York to Allanta
in connection with Pullman Sleepers
Atlanta to New Orleans and Mann
Boudoir Sleepers for Birmingham
Vickaburg, and Shraveport. Solid
trains Washington to Allanta, Does
not connect for C. & O. route points on
tenness. Strassburg, and intermediate stations, Connects at Riverton with S.
V. R. B. for Lursy, arriving at 5.10
D. M.—Western express daily for Warren-

V. R. R. for Luray, arriving at 8.10 p. m.
5.30 P. M.— Western express daily for Warrenton, Gordonsville, Charlottesville, Louisville, Cincinnati, and 8t. Louis. Pullman Sleepers and solid trains Washington to Louisville; also for Lynchburg, Bristol, Chattanooga, Memphis, Little Rock, and all soultwestern points. Through Pullman Sleepers Washington to Memphis without change.

11:00 P. M.—Southern Express daily for Lynchburg, Danville, Balegh, Askeville, Charlotte, Columbia, Alken, Augusta, Allanta, Mongomery, New Orleans, Texas, and California. Pullman Sleepers Washington to New Orleans, via Atlanta, Mongomery, Pullman Sleepers Washington to Aiken, S. C. without change.

TRAINS ON WASHINGTON AND OHIO Di-Viston
Leave Washington 9:12 a. m. daily, except Sun-

VISION
Leave Washington 9:12 a. m. daily, except Sunday, and 4:45 p. m. daily, arriving at Round Hill 1148s. m. and 7:21 p. m.; returning, leave Round Hill 1148s. m. daily and 1:20 p. m., daily except Sunday, arriving Washington 8:30 a. m., and 3:55 p. m. except Sanday, arriving Washington 5:39 a. m., and 5:59 p. m..
Through trains from the South vis Charlotte, Danville, and Lynchburg, arriv. It Washington 5:30 a. m., 8:23 p. m., via Zast Tennessee, Bristol, and Lynchburg at 15:15 a.m. and 2:40 p. m., vis Charlotte, and Charlottesville at 9:40 p. m. Strasburg local at 9-47 a. m.

Charlottswine at the passers of the State of the Tickets, Sieeping Car reservation, and intermation furnished and baggage checked at office, 1906 Pennsylvania avenue, and at passenger station, Pennsylvania railroad, Sixin and B streets.

General Passenger Agent. PALTIMORE & OHIO RAILEOAD.

SCHEDULE IN EFFECT NOV. 29, 1887. LEAVE WASHINTON FROM STATION, COR-NER OF NEW JERSEY AVE, AND C ST. For CHUZGO & Northwest, Exp. Daily 1053 A. M., 940 P. M. For CINCUSNATI & St. LOUIS, Exp. Daily 250 and 940 P. M.

A. M., 9-30 P. M.
For CINCINSATI & ST. LOUIS, Exp. Daily 1:30 and 9:40 P. M.
For PITTSEURO & CLEVE., Exp. Daily 1:55 A. M., 8:40 P. M.
For PITTSEURO & CLEVE., Exp. Daily 1:55 A. M., 8:40 P. M.
For Pittseuro & CLEVE., Exp. Daily 1:55 A. M.
For Initiadelphia, Newark, and Wilmington, 7:30 A. M., 2:35 P. M., 5:55 P. M., daily Express.
For intermediate points between Baltimore and Philadelphia, 1:5 A. M. and 9:32 P. M.
For Baltimore, 5. 6:30, 6:40, 7:30, 8:30, 9:50 A. M., 12:10, 2:33, 8:15 (40-minute train), 3:20, 4:30, 4:40, 5:30, 5:55, 6:43, 7:30, 8:35, and 11:30 P. M.
Sundays, 6:30, 7:30, 8:30, 9:50 A. M., 12:30, 2:35, 3:30, 4:30, 5:50, 6:43, 6:40, 8:30, A. M., 12:10, 2:35, 3:30, 4:30, 5:50, 6:40, 6:45, 8:30, and 11:30 P. M.
For ANNAPOLIS, 6:40 and 8:30 A. M., 1:30, 2:35, 2:30, 4:30, 5:30, 6:40, 8:30, A. M., 1:30, 2:35, 2:30, 6:30, 5:30, 6:40, 8:30, A. M., 1:30, P. M.
For ANNAPOLIS, 6:40 and 8:30 A. M., 1:30, 2:35, 2:30, 6:30, 5:30, 6:40, 8:30 A. M., 1:30, P. M.
For Way Stations between Washington and Baltimore, 8:00, 6:40, 8:30 A. M., 1:10, 8:30, 4:40, 6:45, and 11:30 P. M.
For Stations on Metropolit an Branch, 16:33 A. M., and 1:33, 3:30, 4:40, 6:45, and 11:30 P. M., For Stations on Metropolit an Branch, 16:33 A. M., 1:30, 8:30 A. M., 1:30, 8:30, and 11.53 P. M.; so, and 9.50 P. M., daily, From Singerly and intermediate points north of Baltimore, 16.90 A. M., daily, Trains leave Baltimore for Washington at 510, 625, 639, 7.20, 9.90, 9.60, and 10.90, A. M., 12.15, 1.20, 3.00, 4.10, 5.90, 6.90, 6.20, 7.30, 8.30, and 11.90 P. M. On Sundays, 6.30, 7.20, 9.95, and 10.90 A. M., 1.20, 1.35, 4.10, 5.00, 6.20, 7.30, 8.30, and 11.90 P. M. On Sundays, 6.30, 7.20, 9.35, and 10.90 P. M. On Sundays, 6.30, 7.20, 9.35, and 10.90 P. M. Sundays, 9.30, and 10.90 P. M. Sundays, 9.30, and 9.30

Baggago called for and checked at hotels and residences on orders left at Ticket Offices, 619 and 1851 PENNSYLVANIA AVENUE. W. M. CLEMENTS. C. K. LORD, Manager. Gen. Pass, Agent.

THE GREAT PENNSYLVANIA ROUTE TO
THE NORTH, WEST, AND SOUTHWEST,
DOUBLETRACK, SPEENDIDSCENERY;
STEEL RAILS, MAGNIFICENT EQUIP;
MENT.
IN EFFECT NOV. 13, 1857.
TRAINS LEAVE Washington from station;
corner 6th and B streets, as follows:
For Pittsburg and the West, Chicago Limited
Express of Palace Sieeping Cars at 9:50 a. m.
danly; Fast Line, 9:50 a. m. daily to Cincinnati
and St. Louis, with Sieeping Cars from Harrisburg to Cincinnati, and Buffet Car to St. Louis;
daily, except Saturday, to Chicago, with Sieeping Car Altoons at Chicago, with Sieeping Car Al THE POPULAR DOLLAR 12mos, at West, with through Sleeder Harrisburg to Chicago.
BALITMORE AND FOTOMAC RAHLROAD;
For Eric, Canandaigua, Rochester, Buffalo,
Niagara, 16:50 p. m. daily, except Saturday,
with Falace Cars Washington to Rochester.
For Williamsport, Lock Haven, and Kimira,
at 9:50 a. m. daily, except Sunday.
For New York and the East, 7:20, 9:00, 11:00,
and 11:40 a. m., 2:00, 4:10, 10:00, 4:10, 10:00, and
11:20 p.m. Limited Express of Pullman Parior
and Dining Cars, 2:40 a. m., daily, except Sunday, and 11:45 p. m. daily.
For Boston without change, 2:00 p. m. eyery
day.

For Boston without change. 200 p. m every day.
For Brooklyn. N. Y.. all through trains come next at Jersey City with boats of Brooklyn Amery, affording direct transfer to Fulton street, avoiding double ferriage aeross New York city.
For Philadelphia. 7:22, 9:20, 11:20, and 11:40 a. m., 2:20, 4:10, 6:20, 10:20, and 11:20 p. m. On Sunday 9:30, 11:40 a. m., 2:20, 4:10, 6:20, 10:20, and 11:20 p. m. Limited Express Parlor and Dining Cars, 9:40 a. m. week days, and 3:40 p. m. daily. ing Cars. 9:30 a. m. week days, and 3:4 p. m. daily.

For Baltimore, 6:35, 7:20, 9:30, 9:30, 9:50, 11:30, 11:40 a. m., 12:65, 2:00, 3:41, 4:10, 4:30, 4:40, 6:30, 8:40, 10:50, and 11:20 p. m. On Sunday, 9:30, 9:30, 9:30, 9:30, 11:30 a. m., 2:30, 5:45, 4:10, 6:30, 8:10, 10:30, and 11:30 p. m.

For Pope's Greek Line, 7:20 s. m. and 4:40 p. m. daily except Sunday.

For Annapolis, 7:20 and 9:00 a. m., 12:30, 4:20, and 6:00 p. m. daily except Sunday.

For Annapolis, 7:20 and 9:00 a. m., 12:30, 4:20, and 6:00 p. m. daily, except Sunday. sundays, 9:00 s. m. 4:10 p. m.

ALEXANDRIA AND FREDERICKSBURG RAILWAY, AND ALGAANDRIA AND WASHINGTON RAILROAD, 9:47, 10:37 s. m., 12:34 noon, 2:05, 4:25, 4:35, 6:31, 8:05, 10:30 s. m., 12:30, 6:30, 8:05, and 10:30 p. m.

For Alexandria, 6:30, 6:40, 8:40, 9:47, 10:57 s. m., 2:30, 6:30, 8:05, and 10:30 p. m.

For Richmond and the south, 6:30, 10:57 s. m., (aliy, and 4:35 p. m. daily, except Sunday.

Trains leave Alexandria for Washington, 6:05, 8:09, 9:10, 10:15, 11:07 s. m., 12:33, 3:00, 3:22, 5:10, 7:05, 9:32 and 10:42 p. m., said 12:16 midmight (except Manday).

Tickets and information at the office, northeest corner of 18th street and Pennsylvania avenue, and at the station, where orders can be left for the checking of bargasge to destination from hotels and residences.

UHAS, E. PUGH, General Passenger Agent.

UHAS. E. PUGH, General Manager. CHERAPEAKE AND OHIO ROUTE.

(Newport News and Mississippi Valley ComPany.)

Schedule in effect June 5, 1887.

Trains leave Union Depot, 6th and B sts.

10:57 A. M.—For Newport News, Old Point
Comfort, and Norfolk, Daily except
Sunday, Arrive in Norfolk at 7:40 P. M.

11:34 A. M.—For Virginia Springs, stations on
the Chesaneske and Ohio, and points
west, Daily except Sunday, Observation car, Charlottesville to Clifton
Forge, Through Fullman buffet sleeping cars, Califon Forge to Louisville and
St. Louis.

5:30 P. M. Fast western express daily. Solid train, with Pullman buffer sleeping cars to Louisville. Pullman service to Ginetunati. St. Louis, Memphis, and New Grieans.

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